

**AMENDED CLAIMS**

[ Received by the International Bureau on 16 June 2005 (16.06.2005):  
original claims 1 to 13 replaced by amended claims 1 to 11 ]

**What claimed is:**

1. A method for suctioning a boundary layer at a surface of an aircraft having an air-conditioning system, at whose flow-critical points of the surface multiple suction openings are provided for the boundary layer suctioning, the method comprising the step of:
  - feeding an air quantity suctioned from the surface to the air-conditioning system of the aircraft to reduce flow losses; and
  - discharging the air quantity suctioned to the atmosphere together with the exhaust air of the air-conditioning system via an outlet of the air-conditioning system.
2. The method of claim 1, the air-conditioning system having an air mixer, further comprising the step of:
  - feeding the air quantity suctioned to the air mixer unit of the air-conditioning system.
3. The method of claim 1, further comprising the step of:
  - feeding the air quantity suctioned to a conduit connection which connects a plurality of fresh air outlets of the air-conditioning system to the air mixer unit.
4. The method of claim 3, further comprising the step of:
  - feeding the air quantity suctioned to a line connection assigned to the unpressurized line region.
5. The method of claim 1, further comprising the step of:
  - bringing the air quantity suctioned to cabin pressure before introducing the air quantity into a cabin region of the aircraft.

6. The method of claim 1, further comprising the step of:  
adjusting at least one of a temperature and humidity of the air quantity suctioned in the air-conditioning system.
7. A device for suctioning a boundary layer at a surface of an aircraft having an air-conditioning system by using suction openings for boundary layer suctioning, the openings being positioned at flow-critical points of the surface, the device comprising:  
a duct system and an exhaust;  
wherein the duct system feeds an air quantity suctioned from the surface to the air-conditioning system of the aircraft to reduce flow losses; and  
wherein the exhaust is adapted such that the air quantity suctioned exits to the atmosphere together with the exhaust air of the air-conditioning system via an outlet of the air-conditioning system.
8. The device of claim 7,  
wherein the duct system is adapted to transport the air quantity suctioned discharges into an air mixer unit of the air-conditioning system.
9. The device of claim 7, further comprising:  
a compression unit;  
wherein the compression unit is integrated into the duct system and is adapted to bring the air quantity suctioned to cabin pressure before introduction into the air-conditioning system.
10. The device of claim 7,  
wherein the suction openings are positioned in the region of at least one of a wing assembly surface and tail assembly surface as flow-critical points of the surface.

11. The device of claim 7, further comprising:
  - a suction source;
  - wherein the duct system is connected to the suction source for generating a suction effect required for the suctioning.